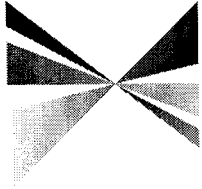


SOUTHERN CALIFORNIA



**ASSOCIATION of
GOVERNMENTS**

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Orange County Transportation Authority: Lou Correa, County of Orange

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

MEETING of the

MAGLEV TASK FORCE

Thursday, June 8, 2006

11:00 a.m. – 1:00 p.m.

SCAG Offices

818 W. 7th Street, 12th Floor

Riverside B Conference Room

Los Angeles, California 90017

213. 236.1800

Agenda Enclosed

NOTE:

VIDEO CONFERENCE SITE AVAILABLE

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SCAG Inland Office

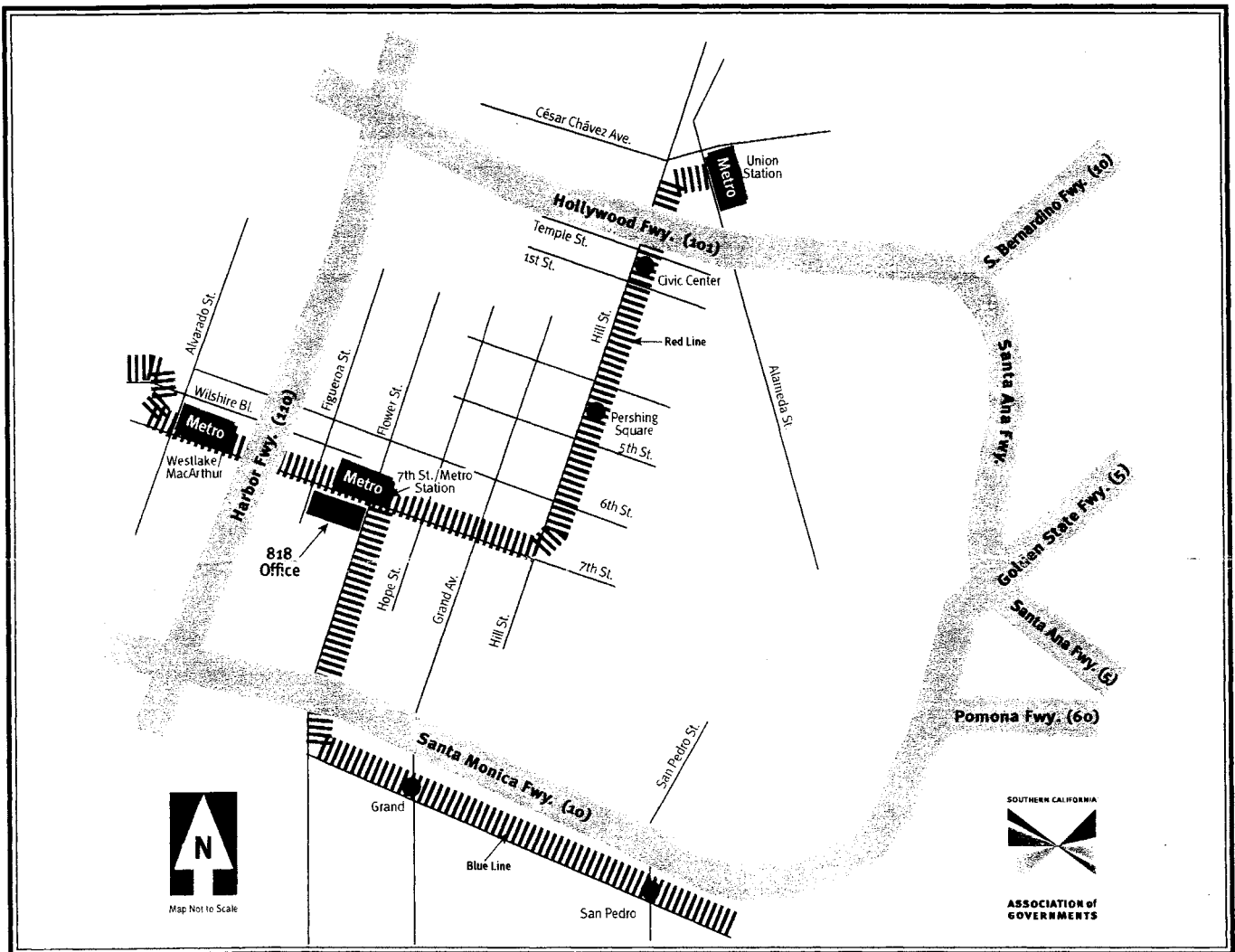
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Riverside, CA 92501

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Pria Hidisyan at 213.236.1953 or hidisyan@scag.ca.gov.

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- Harbor Freeway (110) Exit on 6th Street, turn right on Flower.

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MAGLEV TASK FORCE

AGENDA

PAGE #

TIME

1. CALL TO ORDER

2. INTRODUCTIONS AND WELCOME **Hon. Robin Lowe, Chair**

3. PUBLIC COMMENT PERIOD

Members of the public wishing to speak on an agenda item or not on the agenda, but within the purview of this committee, must notify the Staff and fill out a speaker's card prior to speaking. Comments will be limited to three minutes. The Chair may limit the total time for comments to 20 minutes.

4. CONSENT CALENDAR

**4.1. Summary Minutes of the May 11, 2006
Task Force meeting.**

5. ACTION ITEMS

No action items.

6. INFORMATION ITEMS

**6.1. Review of Station Concepts and
and Maintenance Facilities** **Pria Hidisyan, SCAG**

**6.2. West Los Angeles Multi-Modal
Transfer Transit Site Study Kickoff** **Pria Hidisyan, SCAG**

**6.3. Update on Infrastructure Bond
Measure** **Jeff Dunn, SCAG**

6.4. Update on Shanghai Maglev Trip **Zahi Faranesh, SCAG**

7. OPEN DISCUSSION **Committee Members**

Provide direction to staff on issues of interest for future discussion.

8. CHAIR'S REPORT

**Hon. Robin Lowe,
Chair**

9. NEXT MEETING

Thursday, July 13, 2006

Summary Minutes
MAGLEV TASK FORCE MEETING
Thursday, May 11, 2006

The Maglev Task Force of the Southern California Association of Governments held its meeting at the SCAG offices. The meeting was called to order by the Vice Chair Lou Bone, City of Tustin. There was a quorum.

1.0 CALL TO ORDER

Vice Chairman Lou Bone called the meeting to order.

2.0 INTRODUCTION

Vice Chairman Lou Bone conducted introductions and welcome of members and audience present at SCAG's Los Angeles and Riverside offices.

3.0 PUBLIC COMMENT PERIOD

3.1 Mr. Charles Griffin, self

Mr. Griffin suggested that the Task Force consider Maglev as aircraft, as opposed to trains, in order to receive FAA grants. This approach can be integrated into a business plan for financing the system.

4.0 CONSENT CALENDAR

4.1 Minutes from the meeting of April 13, 2006 were approved.

5.0 ACTION ITEMS

There were no action items

6.0 INFORMATION ITEMS

6.1 Results of Alignment Design

Mr. David Chow, IBI Group, provided an update on the results of the alignment design for the Preliminary Engineering work on the Initial Operating Segment (IOS). Mr. Marc Cooley, IBI Group, described the three potential alignment options, various guideway structures that would be needed in different sections, tunnel options, and design speed considerations and constraints specific to each alignment. The average speed is comparable for each alignment option. Cost figures will be provided in an upcoming presentation.

Mr. Lou Bone inquired about the width of the guideway columns given their potential placement in the freeway median. Mr. Cooley responded that there are no portions in which the guideway is on the median, given the need to make the alignment as straight as possible for optimum comfort and speed. Ms. Christine Barnes and Mr. Steve Lantz asked for clarification on the spacing of guideway columns. Mr. Bone inquired as to when the recommendation for an alignment will be made, with a summary of the pros and cons for each alternative. Mr. Chow responded that this will occur at the end of the study and cost estimates will be provided for each alignment option aiding the determination. Also once the environmental process is started, it will be easier to narrow down the options.

Mr. Bone commented that the “whoosh” factor (the noise made by the train passing) had been raised at the last Regional Council meeting. Mr. Daniels added that a delegation from Orange Line Authority had recently visited the Maglev system in Shanghai, and was surprised by the lack of noise. Ms. Barnes asked how the noise compares to Metrolink. Mr. Chow responded that the noise impact is much less with Maglev as compared to heavy rail, and the added vibration factor is non-existent with Maglev.

6.2 High-Speed Ground Access System Design Kickoff

Mr. David Chow, IBI Group, introduced the work plan, team, and schedule for the High-Speed Ground Access System Design. The project goal is to develop a conceptual design for integrating the high-speed system with the region’s airports, as well as a strategic plan for implementation. Mr. Bone added that San Diego is also motivated to move ahead with this concept and should be kept in the loop with regard to these projects and activities.

6.3 High-speed Transit Joint Powers Authority (JPA)

Mr. Zahi Faranesh provided an information update on the recent recommendation made by the Transportation Committee of the City of Los Angeles to prepare a draft document for a Joint Powers Authority for a high speed ground transit system. The Los Angeles City Council will take action on this recommendation. Mr. Greig Smith added that the exact date is not known, but it should be soon. He will update the Task Force at the next meeting.

6.4 Update on Shanghai Maglev Trip

Mr. Zahi Faranesh provided an update on the Shanghai Maglev Trip. Mr. Smith noted that the new date for the trip is July 19. He added that whether the Mayor is able to attend or not, the Los Angeles delegation intends to go on the trip. Mr. Smith stated that the delegation will likely consist of one representative from LAWA, three members of the City Council, and a member of the legislative staff.

The Los Angeles delegation is planning to go to Japan, after Shanghai, to visit their Maglev system.

Ms. Barnes inquired as to who will represent the delegation from SCAG. Mr. Faranesh responded that President Burke will appoint the delegation of five elected officials and two staff members. Mr. Smith added that Mr. Alan Wapner may attend as part of the LAWA delegation. Mr. Bone stated that the presence of those from Ontario and Los Angeles is critical. Mr. Gene Daniels suggested that others from along the IOS alignment who have concerns about Maglev should also be included in the delegation.

7.0 OPEN DISCUSSION

Mr. James Gosnell, Deputy Executive Director, SCAG, stated that he will be attending a meeting in Washington DC with China's Vice Minister of Research and Development, Mr. Sun, next week to discuss the progress on the Shanghai program and other activities.

Ms. Barnes asked if IBI Group is involved in the recent SANDAG study. Mr. Chow stated that they are not.

Mr. Bone raised the question of the recent bond measures, as well as the bill for State High-Speed Rail. Mr. Faranesh stated that Legislative Affairs staff will be invited to provide clarification at the next meeting.

Mr. Bone brought up the Lennar Corporation's development of the Great Park, as well as the Irvine Transportation Center (ITC). Mr. Chow responded that a briefing can be scheduled to consider the interface between these projects and the System Design project.

Mr. Daniels inquired whether staff had investigated the attendance rules as related to Task Forces and their Chairs. Mr. Faranesh responded that President Burke will be sending a letter to all members of the Regional Council who have not been attending. There are no specific rules regarding Task Forces.

8.0 CHAIR'S REPORT

No Chair's Report.

9.0 NEXT MEETING

June 8, 2006

**ATTENDANCE LIST
(FROM SIGN-IN SHEETS)**

Members Present:

Hon. Lou Bone, Vice Chair	City of Tustin
Hon. Gene Daniels	City of Paramount
Hon. Christine Barnes	City of La Palma
Mr. Steve Lantz	Metrolink
Hon. Greig Smith	City of Los Angeles

Guests:

Sharad Mulchand	MTA
David Chow	IBI Group
Marc Cooley	IBI Group
John Goodlett	Caltrans – District 7
Charles Griffin	self
Shefa Bhuiyan	Caltrans District 8
Bart Reed	The Transit Coalition
Gregory Nord	OCTA
Adrien Yule	FDR Legacy Club
Sky Shields	FDR Legacy Club
David Akers	California Nevada Cement Council
Phyllis Winger	City of Los Angeles
Steve Smith	SANBAG

(*Attended via videoconference)

SCAG Staff:

Zahi Faranesh
Pria Hidisyan
Anthony Piunno

M E M O

ITEM 6.1

To: Maglev Task Force Members

From: Pria Hidisyan, SCAG

Date: June 8, 2006

RE: Review of Station Concepts and Maintenance Facilities

SUMMARY:

David Chow, IBI Group, will provide a conceptual layout of station and maintenance facilities along the IOS alignment. Proposed site locations will be identified and discussed.

BACKGROUND:

Since August 2005, Lockheed Martin has led Phase 2 - Preliminary Engineering - of the Initial Operating Segment from West Los Angeles to Ontario Airport. Work is underway on this study, with an expected completion date in August 2006.

MEMO

ITEM 6.2

To: Maglev Task Force Members

From: Pria Hidisyan, SCAG

Date: June 8, 2006

RE: West Los Angeles Multi-Modal Transfer Transit Study Kickoff

SUMMARY:

Frank Sherkow, Aztec Engineering, will present the work plan and schedule of the West Los Angeles Multi-Modal Transfer Transit Study.

BACKGROUND:

SCAG issued a Notice to Proceed to Aztec Engineering on April 27, 2006 for the West Los Angeles Multi-Modal Transfer Transit Study. This project will study the area of West Los Angeles in an effort to find potential locations for a multi-modal transfer transit facility. Public transportation services such as Bus Rapid Transit, DASH, HOV lanes on I-405, Park and Ride facilities, proposed High-Speed Ground Access to Ontario and Los Angeles Airports, bus fly-away and the proposed Exposition Right-Way bus lines will be able to use this transfer facility.

MEMO

ITEM 6.3

To: Maglev Task Force Members
From: Jeff Dunn, SCAG
Date: June 8, 2006
RE: Update on Infrastructure Bond Measure

SUMMARY:

On May 5, 2006, the legislature passed four infrastructure bond bills to the Governor which, upon his signature, will go before the voters on the November ballot. None of the ballot measures are cross-joined with one another, meaning that any one can pass individually, together, or not at all. Once on the ballot, these bond measures require a simple majority of the voters to pass.

The bond measures provide in total **\$37.3285** billion dollars for infrastructure development, which is broken down into four separate bonds in the following amounts:

- Transportation – \$19.925 billion (SB 1266)
- Housing - \$2.85 billion (SB 1689)
- Education - \$10.416 billion (AB 127)
- Flood Protection - \$4.09 billion (AB 140)

Provisions of the transportation bond measure, SB 1266, that are most relevant to this Committee are as follows:

SB 1266 – Transportation & Air Quality Bond	\$19.925 Billion
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Mobility, Transit & Congestion Relief	\$17.25 Billion
--	------------------------

- Provides \$4.5 billion high congestion travel corridor improvements – selected by the CTC from projects submitted by the DOT, regional planning agencies & county transportation commissions. All such projects must be part of a regional transportation plan. **Estimated SCAG regional allocation is \$2.2 billion;**
- Provides \$4 billion for rail, bus, & transit improvements – under existing methods of allocation. (Based upon population & fare recovery). **Estimated share to SCAG region is approximately \$1.6 billion;**
- Provides \$1 billion for State Highway 99 Enhancement in the Central Valley, the only project with funds specifically earmarked;

- Provides \$2 billion STIP augmentation – with same N/S distribution as under existing law – according to the CTC annual report, approximately \$3.3 billion of monies diverted from the STIP are Prop 42 funds. **Estimated share to SCAG region is approximately \$650 million;**
- Provides \$2 billion for Port & Trade Infrastructure, allocated by the CTC after the Secretary of BT&H and Secretary of Environmental Protection develop a trade infrastructure & goods movement plan;
- Provides \$2 billion for local roads and streets. **Estimated share to SCAG region cities and counties is approximately \$870 million;**
- \$1 billion for State-Local Partnership Program;
- \$750 million for SHOPP and ITS.

Safety, Security & Disaster Preparedness

\$1.525 Billion

- Provides \$1 billion for a new program for transit safety & disaster preparedness & other monies in the following areas:
 1. \$100 million for port security,
 2. \$250 million for grade separations,
 3. \$125 million for bridge seismic retrofit.

Air Quality:

\$1.2 Billion

Provides \$1 billion for port air quality, and \$200 million for school bus retrofit.

The estimates of the SCAG regional share of funding from the transportation bond are predicated upon the assumption that existing formulas and allocations will remain substantially unchanged. The total estimated amount of these funds is approximately \$5.3 billion. In addition, there are large amounts of money that are either entirely discretionary by the appropriating authority (such as the CTC), or are to be appropriated by future (trailer) legislation, or for a number of other reasons cannot be reliably estimated at this time. For those funds related to port and trade infrastructure and air quality, given the volume of goods movement in the region, a large share of funding for these areas is anticipated for the region.

SCA 7 – Proposition 42 Funds Protection

The legislature also passed SCA 7, a proposed constitutional amendment which, if passed, will provide limited protection of Prop. 42 funds. SCA 7 requires a simple majority of the vote to pass. It authorizes a suspension of the transfer of the sales tax on motor fuel to the TIF for a fiscal year if all of the following occur:

1. the Governor issues a proclamation that the suspension is necessary due to a severe state fiscal hardship;
2. a statute containing no other unrelated provision is enacted by a 2/3 vote of each house of the Legislature suspending the transfer, and
3. a statute is enacted to repay, with interest, the TIF within 3 years for the amount of any revenues that were not transferred as a result of the suspension.

SCA 7 would also prohibit the suspension of transfer of these revenues from occurring more than twice during any 10 consecutive fiscal years, and would prohibit a suspension in any fiscal year in which a required repayment from a prior suspension has not been fully completed.

It also provides for repayment of all previously borrowed funds by 2016.

BACKGROUND:

Infrastructure development has been a stated priority of the Governor's administration, as outlined in its Strategic Growth Plan released at the beginning of this year. Likewise, Senator Perata has spearheaded the legislative effort to invest in California's infrastructure since last year. Negotiations to put a more ambitious \$68 billion bond package (with leveraged funds in excess of \$220 billion) on the June ballot broke down in March, with negotiations quietly resuming in late April. Passage from the legislature of this infrastructure bond package is the result of a lengthy negotiation process between the Governor and both parties in both chambers of the legislature.

M E M O

ITEM 6.4

To: Maglev Task Force Members
From: Zahi Faranesh, SCAG
Date: June 8, 2006
RE: Update on Shanghai Maglev Trip

SUMMARY:

Zahi Faranesh, SCAG, will provide a status update of the Shanghai Maglev trip, which is scheduled for July 16, 2006. A program and itinerary has been proposed by the NMTC for the delegation. SCAG's President is currently finalizing the list of delegates for the trip.

BACKGROUND:

The National Maglev Transportation Engineering R&D Center (NMTC) invited a delegation of five elected officials and two staff to visit Shanghai, China to learn from and experience their Maglev system. The NMTC invitation offers to support all expenses in Shanghai. The Regional Council approved the use of residual funds from previous conferences and activities to fund the airfare for the delegation. The SCAG delegation will join a delegation from the City of Los Angeles and Los Angeles World Airports